

The Hongkong Telegraph.

(ESTABLISHED 1881.)

EW SERIES NO. 4867

晚六初月五日一十三號光

THURSDAY, JUNE 8, 1905.

四年禮

號八月六英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,720,000
Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIKTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBÉ. DALNY.
LONDON. LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
6 " 4 "
TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd May, 1905. [20]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$1,000,000
Silver Reserve 5,000,000
RESERVE LIABILITY OF PROP. TO THE \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUFF, Esq., Deputy Chairman.
Hon. C. W. Dickson. H. Schubert, Esq.
E. Goetz, Esq. E. Shelim, Esq.
G. H. Medhurst, Esq. Hon. R. Shewan.
A. J. Raymond, Esq. N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.
The business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.
AUTHORIZED CAPITAL—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS, LTD.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.
Hongkong, 1st April, 1905. [24]

INSURANCE.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

The undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENTE RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1905. [25]

JAPAN



COALS.

**THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)**

HEAD OFFICE—SURUGA-CHO, TOKYO;
LONDON BRANCH—34, LIME STREET, E.C.;
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwan, Port Arthur, Sool, Chennipo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimoneseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchingtau, Sasebo, Mikie, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.O. and A.L. Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways. Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Services.

SOLE PROPRIETORS of the Famous Miike Tarawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujisawa, Yokoze, Honda, Ichimura, Kanada, Mameda, Mannoura,
Ozawa, Onaji, Sashima, Tsubakuro, Yoshinotani, Yoshi, Yonokihara and other Coals.

5 MINAMI, Manay, Hongkong.

**INTERNATIONAL BANKING
CORPORATION.**
FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEAR COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 26th May, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
per Annum Fixed Deposits for 3 months:

4% " " " 6 " "

5% " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £875,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.

" " " 6 " "

" " " 3 " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

**ALL SUFFERERS
FROM
NERVOUSNESS AND GENERAL
DEBILITY
SHOULD TRY OUR
NERVINE PILLS.**

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong, 28th March, 1905. [43]

Marine.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	JAVA, S. Barcham	About 10th June	Freight and Passage.
(Passing through the Inland Sea.)			
SHANGHAI	SIMLA, F. R. Summers	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL, G. Philippa	June 17th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, PALERMO	COLOMBO, PORT SAID and E. G. Andrews	About 27th June	Freight only.
MARSEILLE			

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 7th June, 1905. [2]

Intimations.

Anywhere and
any time

BOVRIL is the right thing.
Being a perfectly scientific combination
of the nourishing and the
stimulating properties of beef,
BOVRIL will always give a good
account of itself.

BOVRIL



PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Quarts

Do. - - 3.75 " " Pints

Do. Hock - - 6.50 " " Quarts

Do. Do. - - 3.75 " " Pints

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 10th May, 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager.

VICTORIA HOTEL,

SHAMEEN, CANTON,

MACAO, CHINA,

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. FARMER, Proprietor.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m

Shipping—Steamers.
**HONGKONG, CANTON, MACAO AND
 WEST RIVER STEAMERS.**
 JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
 STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
 COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,563 tons.....	Captain H. D. Jones.
" "POWAN,"	3,338 "	R. D. Thomas.
" "FATSHAN,"	3,260 "	W. A. Valentine.
" "HANKOW,"	3,073 "	C. V. Lloyd.
" "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		
Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	319 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAIMAN,"	588 tons.....	Captain J. Wilcox.
" "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yuuki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$35.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN,"	Capt. B. Branch.	S.S. "SANU!"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES.—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"	Capt. R. Birns.	S.S. "HONGKONG,"	Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).			

FARES.—Hongkong to Kong Moon.....Single \$6.00.
 Hongkong to Kumchuk.....Single \$2.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWINE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

**CANADIAN PACIFIC RAILWAY COY.'S
 ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA,"	6,000 Tons.....	WEDNESDAY, 21st June.
" "TARTAR,"	4,425 "	WEDNESDAY, 5th July.
" "EMPERESS OF JAPAN,"	6,000 "	WEDNESDAY, 12th July.
" "EMPERESS OF CHINA,"	6,000 "	WEDNESDAY, 2nd August.
" "ATHENIAN,"	2,440 "	WEDNESDAY, 9th August.

Hongkong to London, 1st Class, \$120. " St. Lawrence Co. Ltd. New York \$62.

Hongkong to London, Intermediate on
 Steamers, and 1st Class Rail....." £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
 9, Calder's Street.

Hongkong, 31st May, 1905.

Intimation.

**WM. POWELL,
LIMITED.**
—ALEXANDRA BUILDINGS.—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A
FRESH LOT
OF
DAINTY
LAMP,
CANDLE,
AND
ELECTRIC
LIGHT
SHADES.

ICE-CREAM
FREEZERS.

CARPET
SWEEPERS.

PATENT
FILTERS.
&c., &c., &c.

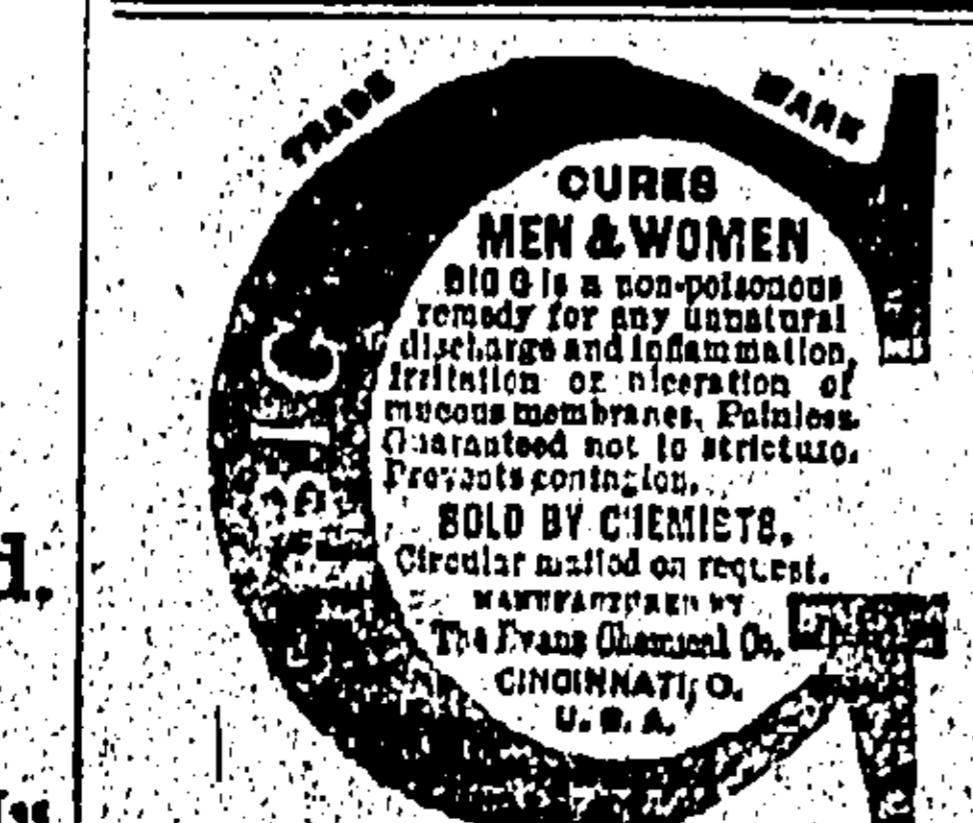
UPHOLSTERING
DONE BY
FIRST-CLASS
WORKMEN
on the shortest notice.

HOUSES
COMPLETELY
FURNISHED.

Estimates for all kinds
of
FURNISHING
free of charge.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 2nd June, 1905.



Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 9th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDAY

HOUSEHOLD FURNITURE.

Comprising—
DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, MARBLE-TOP, WASHSTANDS AND DRESSING TABLES with BEVELLED GLASS, OVERMANTELS, SINGLE AND DOUBLE IRON BEDSTEADS with WIRE MATTRESSES, HAT STANDS, TEAKWOOD SIDEBOARD and DINNER WAGGON with GLASS, ELECTRIC FANS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th June, 1905. [63]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES,

VALUABLE LEASEHOLD PROPERTY,

situate at Queen's Road East, in the Colony of Hongkong,
IN TWO LOTS,

TUESDAY,
the 13th June, 1905, at 3 P.M., at the premises,
BY

Mr. GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL of GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Buildings thereon, known as No. 103, Queen's Road East.

Lot 2.—All that PIECE or PARCEL of GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 269, together with the Messuages and Buildings thereon, known as Nos. 107 and 109, Queen's Road, East.

The above premises are held from the Crown for the respective terms of 999 years and are subject to a Lease registered in the Land Office by Memorial No. 35538.

Particulars and conditions of sale, may be obtained from—

EWENS & HARSTON,
Solicitors for the Mortgagees,

or
GEO. P. LAMMERT,
Auctioneer.

Dated the 5th day of June, 1905. [603]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

TUESDAY,
the 13th day of June, 1905, at 3 P.M., at their Sales Rooms

The following

VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hongkong,
V.I.

All that PIECE or PARCEL of GROUND

situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 609, Area 37,935 square feet or thereabouts. Term 997 years. Annual Crown Rent \$74.40 together with the message thereon, known as "Greenmount," Bonham Road, Victoria, aforesaid.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Vendors' Solicitors,

or
MESSRS. HUGHES AND HOUGH,
Auctioneers.

Hongkong, 30th day of May, 1905. [560]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 14th June, 1905, at 3 P.M., on Board,

H.M. Screw Store Ship "H. M. S. BEEF,"

Extreme length 245' 6"

breadth 27' 6"

Displacement 1,640 tons.

Horse Power 800.

ENGINEER—Earle's Compound, Surface Condensing.

BOILERS—Two double ended cylindrical return tubular; load on safety valves 70 lbs.

CONDENSERS—1 Kirkcaldy, and 1 Normandy single, distilling 1,600 and 2,400 gallons of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 10 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 8 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 31st May, 1905. [613]

MURDER BY A DEMERITED PRIEST.

The chief priest of the Dairywell shrine at Fu-tai-abi has apparently lost his reason, says the *Japan Chronicle*, and in that shady little hamlet among the hills, so well known to Koko foreigners, there have been some very exciting times lately. The name of the priest is Tomioka Kwanshu and he is 37 years of age, having been placed in charge of the temple at Fu-tai-abi some two years ago. Two of his brothers were called to the front, and his mother, who had been living with them, had to take up her abode within the sacred precincts of the temple compound. Tomioka was apparently well enough until March last, when two precious lanterns belonging to the temple were stolen. The thief was subsequently captured, but when the lanterns were returned they were in a dilapidated condition, and the priest seems to have taken upon himself the blame for this catastrophe to the temple property. He became very much depressed about this and some days later, the contraction of a bad attack of bronchial catarrh did not improve his mental condition. He believed that the illness would develop into something worse, and is said to have bought some medicine, and instead of taking it in small dose as directed, swallowed it at one gulp, with the result that he had an attack of high fever. From that time he showed unmistakable signs of insanity, and he alarmed his mother by giving representations of various actors, while sometimes he would throw himself about in the belief that he was coming to grips with famous wrestlers, and then he would endeavour to escape from borders or imaginary monkeys.

The climax was reached on the evening of Monday, the 5th, when one of the neighbouring priests was in Tomioka's house consulting with the mother of the unfortunate man as to the advisability of sending him down to Koko for treatment. While they were talking, Tomioka rushed in saying that his room was invaded by evil spirits which were pursuing him. "I must beat them away," he said, and, rushing back to his room, he seized a standing lamp which was lighted and brandished it, almost immediately setting fire to the room. His friends followed him, and when they reached the entrance to his room, Tomioka, without warning, threw the lamp down and took up a bar of wood, striking his mother on the head and rendering her unconscious. The other priest was also struck, but was only slightly hurt. Meanwhile more priests had arrived and the fire was extinguished, not, however, before the madman's room had been almost entirely destroyed.

The police were sent for and medical assistance was rendered to the woman, who, however, never rallied, and expired in the small hours of yesterday morning. The demented priest has been ordered to be detained in a hospital for mental diseases, which is to all intents and purposes a lunatic asylum.

THE police were sent for and medical assistance was rendered to the woman, who, however, never rallied, and expired in the small hours of yesterday morning. The demented priest has been ordered to be detained in a hospital for mental diseases, which is to all intents and purposes a lunatic asylum.

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Intimations.

BANK HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 10th instant, WHIT MONDAY.

[635]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$12.00
C. MANZANILLA, PALE NATU- RAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Qual- ity (old bottled), Black Seal Capsule	27.00
"D." AND "E." ARE FAVOURITE WINES ALL OVER THE FAR EAST, AND ARE SPECIALLY RECOM- MENDED.	

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 20th May, 1905.

Gregory

WIN
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,

(W.M. POWELL & Co.'s old premises).

SANDEMAN BUCK & CO.'S

SHERRIES.

per dozen;

quarts.

\$14.00

Sandeman's Light dry Sherry 20.00

Sandeman's Very pale dry Sherry 26.00

Sandeman's Dry pale nutty Sherry 39.00

Absolutely the finest obtainable in

Hongkong.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 2d December, 1904.

[35-b]

BIRTH.
On the 31st May, at Singapore, the wife of
Mr. WILLIAM KING of a son.

DEATH.
On the 1st June, at Singapore, ARTHUR
RICHARD WRIGHT, son of the late Adolphus
Wright, aged 47 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 8, 1905.

LEAVING THE HELM.

It has been clear from the unofficial reports emanating every now and again from the French capital that relations between the Foreign Secretary, M. Delcassé, and his colleagues have been approaching the straining point. Only a few months ago it was reported that M. Delcassé had thrown up his portfolio, but afterwards he agreed to continue in office. Recent advices from home show that although M. Delcassé had resumed office there was still a great deal of friction between him and the other members of the Cabinet, and it would not be at all surprising to learn that the latest rumour as to the absolute resignation of the Foreign Minister is *un fait accompli*. In that event, France has lost one of her strongest Foreign Secretaries that she has had for years. M. Delcassé was not one of those who appealed to the gallery. He never sought the transient flattery of the crowd, but by every means in his power he endeavoured to maintain the power and prominence of his country in the affairs of the world. Within the past few years, before the *entente cordiale* became more than a recognised understanding, there were many occasions when a flamboyant Secretary of State, following the glamour of the people and subject to the ebullitions of the moment, would have plunged his country into war for the most trivial reasons. It would have been a very popular move to declare war against perfidious Albion, even although afterwards the folly of it might have pierced the skulls of those who were most strident in their pseudo patriotic cries. There was the Fashoda incident, for example, when a spark would have ignited a fire the end of which could not be contemplated without a shudder. By his infinite skill and diplomacy the danger was passed. But that was only one of the many occasions on which M. Delcassé proved himself to be one of the greatest of European diplomats. He believed in his country and her destiny; but he was against an appeal to arms unless such an appeal was rendered absolutely necessary by the conduct of the other side. Such was his prestige that no Cabinet was thought complete without the presence of this Foreign Minister in it. Cabinets might come and Cabinets might go, but the Portfolio of Minister for Foreign Affairs remained with M. Delcassé, to the satisfaction of his countrymen and the content of other nations. It was with President Loubet and M. Delcassé that His Majesty King Edward had long conversations on the recent visit to France. It was M. Delcassé who was feted and honoured in London when he made a flying trip across the Channel the other day. And it was M. Delcassé who more than any other Minister of France found respect in every Court of Europe. What the loss of M. Delcassé's services to French politics means, it is impossible to describe. No man, of course, is absolutely indispensable. When Beaconsfield and Gladstone left the political arena for ever it was believed that the days of the giants were gone; that Parliament might for all practical purposes cease to live. Then came Mr. Chamberlain, a lesser light perhaps, but still a man of undoubted ability. He, too, is temporarily obscured, and still the world wags on. M. Delcassé, however, is hardly likely to leave the scene of his triumphs even if he has denoted office. He will still be a private member; while his erstwhile colleague, M. Rouvier, fills his shoes. M. Rouvier might be called the Chamberlain of France. He has been a remarkably successful business man all his life, a self-made man, to use a tantalising colloquialism. He sprang from nothing, and what he is today he is by virtue of sheer doggedness. But one would hardly have thought of him as an expert in foreign affairs. His forte is finance. He would have made an ideal permanent Chancellor of the Exchequer. His mind seems to run in financial grooves, and it is safe to say that most of the projects of taxation which have come into force in France of recent years found their origin in M. Rouvier's mind. But a clever Finance Minister is not necessarily a clever Secretary of State for Foreign Affairs. Still comparing M. Rouvier with his English prototype, most people would look upon the appointment of Mr. J. Chamberlain as Foreign Secretary with a great deal of misgiving. The man who can compare the Tsar to the devil, flout the German Emperor and laugh to scorn half the Powers in the world, is scarcely the person to be entrusted with the Portfolio, which brings him into direct contact with those countries and their statesmen. Of course, such vigour of language as Mr. Chamberlain applied to other nations is popular with the crowd for the time being, but it is not wise. M. Rouvier may

not have expressed his sentiments regarding foreign countries quite so clearly, but he is a blunt man. A wrong word has not seldom led to terrible consequences. He comes from the high office of President of the Council. We can only trust that his private sentiments are friendly to England; were they otherwise, were he pronouncedly *hostile* to the *entente cordiale*, the future would be dark with cumulous clouds. England and France have so many points of interest in common, and are so closely in touch in many parts of the world, that the nicest diplomacy has frequently to be exercised in order to avoid a rupture. King Edward made a special point on the last visit to Paris to meet M. Rouvier, foreseeing, perhaps, the trend of affairs. It may be that that meeting will prove fertile in results, which will tend to the advantage of both countries. England and France have been at "daggers-drawn" far too long, and the longer the good understanding which now exists continues to prevail the better it will be for both parties.

LOCAL AND GENERAL.

SEÑOR Silvela, Spanish Minister, is dead.

THE meeting of the Legislative Council fixed for this afternoon has been postponed to Thursday the 15 instant at 2.30 p.m.

THERE are now on record one hundred and twenty-seven plague cases for this year, two having been reported since noon yesterday.

THE dispute between France and Great Britain regarding the Protectorate of the Sultanate of Muscat will be discussed in June, before The Hague Court of Arbitration.

MONDAY, the 12th inst., being Whit Monday, the Post Office will be open for one hour only, i.e. from 8 to 9 a.m. All outgoing mails will be closed at 9 a.m. The Money Order Office, will be entirely closed.

MR. E. C. Wilks has gone to Haiphong to look into conditions, and the possibilities of proceeding with the salvage operations of the stranded cruiser *Sally*, which have had to be suspended owing to the unsettled state of the weather.

We understand that the question of a modification of the Public Health Bill in relation to the rebuilding of the old portion of the Hongkong Hotel has not been settled, and that members of the Sanitary Board, may be called upon to reconsider their decision at a future meeting.

ENCOURAGED by the success attending the billiard matches at Kowloon, members of St. Patrick's Club are arranging a handicap tournament, open to all comers, to commence on the 19th inst. There will be five prizes including one for the highest break. Entries close on the 10th inst.

BEFORE the Puisne Judge at the Supreme Court this morning, Mok Che Fung sued Fung Kit Him for \$627.66 being money paid by him as security for the defendant. Mr. D'Almada appeared for plaintiff and Mr. C. F. Dixon, from the office of Mr. John Hastings, represented the defendant. Mr. Justice Wise eventually found for defendant with costs.

BY kind permission of the Commander of Police, the String Band will play the following programme of music at the Macao Hotel, from 8 p.m. to 10 p.m., on Saturday next, 10th June:—

Mach..... "The Summer Girl"..... Meruron
Overture..... "Jolly Soldiers"..... C. Albert
Valse..... "Gondoliers"..... O. Roeder
Grand Selection..... "Princess of Valencia"..... Sullivan
Al Fresco..... "Carmen"..... Zentral
Valse..... "In the Twilight"..... Milton
Gavotte..... "Innocence"..... R. Blum
Tarantelle..... "Napoleonic"..... F. Augusto

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After discussion as to what judgment should be given on the writ issued by the plaintiff for an account in order to complete the record, His Lordship decided that as the result of the inquiry on the report being in favour of the defendant the proper course under rule 350 was to enter judgment for the defendant with costs.

Mr. Pollock then asked for leave to issue immediate execution in the matter, and pointed out to the Court that the matter had been standing for some considerable time, and according to the plaintiff's own statement, he usually resides in Canton.

Mr. Pollock, while offering no objection to immediate execution, raised a point in connection with the form in which it would be made. There is no section, he said, which allows the arrest of a man on immediate execution being obtained, and, in fact, immediate execution did not mean the immediate arrest of a man.

Mr. Pollock disagreed with this view, and said that immediate execution in this Colony means that a man is liable to immediate arrest.

His Lordship recognised there was a difficulty in the matter, but found that under Rule 386 he was empowered on the verbal application of the party in whose favour judgment was given to order immediate execution. He thought that the order should be made in the present case. I think it is for the bailiffs, he added, to find out how he can do it.

Mr. Pollock:—We will take the risk of that.

The case then terminated.

THE COMPRADORE SURTY
CASH.

JUDGMENT.

His Lordship the Chief Justice (Mr. F. T. Pigott) gave judgment at the Supreme Court this morning in the suit, Ma Kin Ting, *versus* Messrs. Lytton, Elstman, and Co. The facts of the case were reported in our issue of last evening.

Mr. H. G. Calthrop (instructed by Mr. F. V. d'Almada Castro) was present on behalf of the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Hursthouse, of Messrs. Denys and Bowley) represented the defendant firm.

The Chief Justice, in giving judgment, said—

The plaintiff is surety of a compradore and asks for an account in order that his liabilities may be determined. The account having been referred to Mr. A. R. Lowe he has made a report finding a certain amount to be due from the compradore to the defendant firm, and therefore due by the compradore's surety. His finding is that his surety is liable to the full extent of his suretyship—\$5,000—the compradore's liabilities reaching the sum of over \$2,000.

The defendants move for judgment in the terms of the report; the plaintiff moves to have it remitted for re-hearing on certain grounds, the main point being that some of the items of the account relate back over a long period, during which it is alleged no notice was given to the surety of the compradore's liability. Recourse was had to the rule of law that if time is given to a debtor the surety is discharged. I am of opinion that this rule has no application to the case of a compradore and his surety when time is given to Chinese customers whose liabilities come within the guarantee of the compradore.

If the rule had any application it would apply to the compradore as well as to his surety. But the very nature of the duties which the compradore undertakes show that he is privy to the granting of time if, in fact, he himself had not granted it. The rule, however, might be brought in if time had been granted to the compradore himself. This does not appear to have been the case. There was a proviso in the agreement to the effect that the compradore was not to be called upon to a greater extent than \$1,000 in one month. It seemed to me at first sight that this proviso might possibly be construed, as meaning that there should be a monthly rendering of accounts, and that if that had not been done it might have been tantamount to the granting of time. An affidavit was put in by the defendant firm to the effect that the plaintiff's interest in the compradore's office was looked after by some one representing him. If this affidavit stood uncontradicted it was unnecessary to construe the proviso. The plaintiff was called in, in order, it was said, to contradict it. His evidence was more confused and contradictory, it even went beyond his Counsel's instructions, as he evidently tried to deny that his guarantee extended to \$1,500. After carefully examining his statements I came to the conclusion that the effect of his evidence was that the accounts of the compradore's office were in fact sent to him by the compradore once a year, and that he had taken an active part with the compradore in getting a mutual friend, one Yeung, into the compradore's office. I see no reason to doubt, in this respect, either the plaintiff's evidence or the defendant's affidavit, though the plaintiff's evidence in other respects is not worthy of credence. Judgment will be for the defendant on his motion in the terms of the motion with costs; and the plaintiff's motion is dismissed with costs.

After discussion as to what judgment should be given on the writ issued by the plaintiff for an account in order to complete the record, His Lordship decided that as the result of the inquiry on the report being in favour of the defendant the proper course under rule 350 was to enter judgment for the defendant with costs.

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His Lordship recognised there was a difficulty in the matter, but found that under Rule 386 he was empowered on the verbal application of the party in whose favour judgment was given to order immediate execution. He thought that the order should be made in the present case. I think it is for the bailiffs, he added, to find out how he can do it.

Mr. Pollock:—We will take the risk of that.

The case then terminated.

DISPUTED COAL BILL.

A coal merchant, named Tai Wing, with business premises at 124 Des Voeux Road had an account outstanding against a launch owner, of 98 Connaught Road, named Cheung Yan Po. This afternoon the bill, amounting to \$129.20, was argued before the Puisne Judge, when Mr. R. Harding of Messrs. Ewens and Harston, represented the plaintiff, and Mr. Master, of Messrs. Johnson, Stansbury and Master, appeared for the defendant.

The case was adjourned.

Mrs. Helen Edith Legge has written the life-story of her father, Dr. James Legge, a devoted missionary and scholar who spent twenty-three years in Malacca and Hongkong. Dr. Legge was subsequently the occupant of a Chinese chair at Oxford University, and the record of his achievements in Oriental criticism, history, and translation is widely known.

The Government Analyst reports that the water is of excellent quality.

INDO-CHINA'S N. CO.

SHAREHOLDERS' PROTEST.

We are informed that a very largely signed protest has been sent in to-day to Messrs. Jardine, Matheson & Co., the general managers of the Indo-China Steam Navigation Co., expressing the dissatisfaction of the Hongkong shareholders in respect of the proposed appropriations of the Company's divisible profits for 1904.

The firm of Messrs. Melchers & Co. head the list of signatories, which also includes other influential individuals. In the aggregate, the signatories represent, in round figures, some seven thousand shares on the register, but their actual holdings total quite ten thousand shares.

We are also informed that one of the leading brokers in Hongkong is in receipt of a private telegram from Shanghai to-day that shareholders in the Northern Settlement are to move in the matter with a view to emphasise the general disappointment felt over the disproportionate dividend on the handsome profits earned by the Company last year.

MACAO'S ATTRACTION.

THE SUMMER RESORT.

What Brighton is to London so is Macao to Hongkong. When in doubt the average resident in Hongkong books passage to the sister Portuguese colony, to find there fresh scenes and bright faces, to pass a pleasant day and return re-invigorated fresh as a young giant, to the daily toll in Hongkong. It will therefore be good news to those who are in the habit of visiting the delightful resort to learn that a new house of refreshment is situated, as the advertisement in another column states, in probably the most charming section of Macao, in close proximity to the almost unrivaled beach; and it should be the rendezvous of every bathing party who wish a rest and a breathing-space after disporting themselves in the briny Bayview.

Bayview is excellently fitted-up, and furnished in modern style. Everything in the way of refreshment may be had, from the innocuous ice to the—whisper it not!—Cola-American cocktail; from the dainty dinner to the more elaborate dinner. The afternoon tea service is said to be the specialty of the establishment.

The opening of Bayview House should prove a great convenience to Hongkong visitors and as it is under capable management, and the wants of guests will be looked after in every respect, it should be largely patronised.

At any rate it will deserve that success which it is sure to attain.

TELEGRAMS.

[Reuter's.]

Russian Losses at the Battle of Tsushima.

London, 6th June.

In the recent naval battle, 14,000 (men?) of the Baltic fleet were killed and drowned, 4,600 captured, and 3,000 escaped.

Russia and Peace.

Count Lansdorff will communicate to the Tsar, to-morrow, Count Cassini's account of his interview with President Roosevelt.

Reuter's correspondent in St. Petersburg wires that M. Bilyayev's resignation is obviously due to the virtual dictatorship conferred on M. Trepov. The latter has prohibited the Congress of the Zemstvos meeting in Moscow to-day.

President Roosevelt is holding constant conferences with the British and German Ambassadors and the Japanese Minister, it is believed, on the subject of peace.

Count von Buelow.

The Kaiser has created Count von Buelow a Prince.

The French Ministry.

M. Delcassé has resigned and M. Rovier replaces him temporarily.

The differences between M. Delcassé and M. Rovier have continued since the former's first resignation on the 21st April:

M. Rovier and other Ministers consider that M. Delcassé ought to have propitiated Germany before sending M. Taillandier to Péz.

Marriage of the Crown Prince of Germany.

The marriage of the Crown Prince of Germany has taken place in Berlin with great pomp.

PROMISSORY NOTE CASE.

CLAIM FOR INTEREST.

At the Supreme Court this morning Lu Ku Un sued Tsim Kong before the Chinese Judge to recover the sum of \$52,50 being \$504 for interest, at the rate of \$12 per \$1,000 per month, and \$9 costs.

Mr F. B. Deacon, of Messrs. Deacon, Lockett and Deacon explained to his Honour Mr. Wise, on behalf of the plaintiff, that the interest was due to his claim from the defendant in respect of two loans of \$10,000 each made by the International Banking Corporation of which the plaintiff is a composite. One of the loans was made on the 20th August of last year and the other six days later, and they were repaid on the 20th of October of last year. Mr. Deacon briefly outlined the facts of the case and after which

Mr. H. Harris, of Messrs. Dennis and Bowley, addressed the Court for the defence, and his Honor gave judgment for plaintiff with costs.

NAVAL NOTES.

As anticipated in our columns several days since Vice-Admiral Sir Gerard H. U. Noel has been promoted to Admiral, and has now hoisted his flag on board of the *Glory*.

MINES & TORPEDOES.

One of the lessons taught by the Russo-Japanese war is that the submarine mine may be more effective than the torpedo. The Admiralty have collected a deal of information on this subject, and are about to put certain theories to the test. For this purpose the oblique torpedo-grenade boat *Ratzenkraut* has been set aside for experimental purposes. Torpedoists and submarine miners—in the Navy one and the same—are to treat her much as the gunners did the *Hedda Gals*. According to a home journal, the hull of the *Ratzenkraut* is to be coated with cement, in varying thickness, and then attacked by mines and torpedoes. Presumably, the object of these trials is to ascertain whether a ship's bottom can be sufficiently stiffened to make her impervious to underwater attack. But as the experiments are to be of a confidential nature, one can only conjecture what the authorities hope to learn by them.

SHIPPING-JETSAM.

Sui Chong was, this morning, charged before Mr. F. A. Hazelton, with sloving away on board the s.s. *Huangshan* at Macao, and obtaining a passage to Hongkong. He was fined \$15, with the alternative of six weeks' imprisonment.

The s.s. *Abel* left Chinnanuo on Saturday last with a full load of coolies for South Africa. She will not call at this port but will touch at Singapore en route to Durban for supplies. She will be followed by the s.s. *Catherine Parr*, which is also expected to take a full load of coolies, and which is due in Hongkong towards the end of the month.

The master of the s.s. *Oscar II*, was charged before Mr. F. A. Hazelton this morning with anchoring his vessel in an unsafe wired place in this harbour, to wit, Chang Kwong O Bay, just outside Lyemun Pass. The defendant said he was anchored there while waiting for a pilot. He had been trading to this port for two years and had never done anything wrong before, and was not aware that he was doing wrong on the present occasion. He was told that he had no business to anchor there and must not do it again. He discharged the skipper with a caution.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PEAK TRAMWAYS.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—We do not know that the letter appearing in your issue of yesterday over the signature of Mr. D. E. Brown requires any reply from us, as it is practically a repetition of a careful written speech delivered by the same gentleman at the meeting of the Company held on the 3rd inst., but, as some of Mr. Brown's facts are inaccurate and several of his arguments based upon insufficient or imperfect knowledge of the actual facts we have thought it right to make some reply through the medium of your paper.

In the first place Mr. Brown in the third paragraph of his letter states that all that shareholders in the old Company are promised in return for their shares is a one-third interest in the new Company of \$15,000 in shares out of \$50,000. On the contrary, as the meeting referred to, it was distinctly stated by the Chairman that shareholders in the old company applying for any further shares in the new Company over and above the allotment they are entitled to under the proposed reconstruction would be given a preference.

In the same paragraph, Mr. Brown continues speaking of the new company "whose only hope of a revenue return for the next three or possibly four, or five years will be the revenue earned by the present Company and we will have to remain satisfied with a division of only one third of these profits." Apart from the question of there being possibly two opinions as to the length of time required to make the new line, the last statement is inaccurate. The share in the new Company issued to the shareholders of the old Company will be fully paid up and entitled to dividends on the full amount of \$10,000 per share from the formation of the Company. On the other hand the remaining shares will only be entitled to dividend on the amount paid on them for the time being which will certainly not exceed \$500 per share for the first year and may be less. So that if \$500 only be called up on \$500 shares the dividend would go half to the holders of the fully paid up shares and half to the others, and on the basis of earnings of six per cent on the full capital of \$750,000 this would be equivalent to 90 cents per share in the new Company, actually \$1.01 more per share than was paid last year.

Again in paragraph 7 of his letter Mr. Brown says: "But why not let well alone? The old Company is strong enough and surely doing well enough. Let the new Company go ahead with their brand-new concession and build their new line and operate against us for a few years &c."

We could not contemplate in the same light-headed manner as Mr. Brown, the construction of such a line working in opposition for many reasons. The new tramway which is to be a double track would be capable of running a five-minute service. It will have a terminus in the Queen's Road, thus securing all the casual traffic. It will be able to carry more passengers in each car and have the further advantage, over the old line of running through a populous district, and therefore the concession would have been in a position to carry peak rates free for the rear on that it is estimated that the traffic from its intermediate stations would have more than paid expenses. The old Company would have been faced with the loss of its casual traffic and its intermediate traffic being insignificant, would have had to depend entirely on the Peak residents. It could not have earned dividends by carrying them for nothing. Mr. Brown also forgets that if the new Company had remained a separate interest and made the new line, the policy of the General Managers and Consulting Committee of the old Company would have been to cut down dividend to the lowest point in order to strengthen the new Company's position and enable it to run as favourably as possible, the competition on the new line. This would mean that for the whole period during which the new line was being built and for as long as it continued to run, always supposing as Mr. Brown does that the old Company was successful in running the new, instead of being itself ruined, say eight or nine years, the shareholders in the old company would certainly not have received more than \$15 per share per annum in the form of dividends and probably under the circumstances less so that in taking \$100 as the price to be paid under the reconstruction scheme for the shares in the old Company we are of opinion that they are being taken at a fair value.

As to Mr. Brown's contention that because the Company has shown its ability in the past (in the absence of any opposition) to earn satisfactory dividends on a market price of \$12 per share, the shares are still worth this price under present conditions, we cannot think he intended it to be taken seriously.

Mr. Brown says in conclusion: "I will not be found antagonistic to any proposal that is going to benefit the old Company and my attitude now is only protection of the interests of the shareholders, one of whom I am."

The Consulting Committee and ourselves when deciding on the amalgamation scheme held 1/2 of the company's capital. Does Mr. Brown suppose that we, being by far the largest shareholders, would have brought forward any scheme which would not be in our opinion beneficial to the Company? We suppose as shareholders we ought to be grateful to Mr. Brown for his attitude of protection of our interests, but it strikes us rather as an attitude of obstruction, and we consider we are justified in so regarding it. Mr. Brown has been a shareholder in this Tramway Company for 22 days. At the time he bought shares, the scheme for the reconstruction of the old and formation of the new company was practically decided upon and, in its broad outlines, was generally known in the Colony, even if the precise details were not. Surely before investing for the first time in shares of a company in whose affairs it is common knowledge great changes were likely to take place, it would have been an ordinary precaution to inquire what was going on? Did Mr. Brown inquire? If he had asked us for information as an intending investor, we would gladly have told him all we knew.

Under the circumstances, we can only conclude that Mr. Brown bought the shares as a speculation and, looked at in this light, the assumption by him as a shareholder of such short duration of a protective attitude towards shareholders of long standing, who want no protection, strikes us as somewhat strained. Your obedient servant,

JOHN D. HUMPHREYS & SON,
Hongkong, 7th June.

"SCENE" IN QUEEN'S ROAD.

THE SOLDIERS AND THE MONKEY.

There was a scene of mild excitement in Queen's Road East this morning. First a Chinaman, who had been moaning along, thinking of nothing in particular, cast his eyes upwards to the roof of the officers' mess opposite the Provost prison and gasped. A company, equally unemployed, started star-gazing and glimmered steadily to attention. Now, if two people, no matter what their nationality, may be, stand and stare at something, the vulgar herd is at once interested. It argues that no sane man would gaze at nothing—which shows that it never saw a Chinese houseboy at work—and it proceeds to demonstrate its sanity by joining the throng. The crowd in Queen's Road increased, "jinrikisha pullers," lukongs, coolies with immense baskets slung over poles, crushed and squeezed together to view the all-absorbing spectacle. It was only a monkey on the roof, who grinned serenely upon his relatives below. And it was the smallest monkey, that could be imagined. Six inches from tip to tail would evidently be the measurement, and while he sat upon the mat-roofing, he displayed a multitude of tricks for the benefit of his audience. The Chinese guffawed with higest delight. One coolie fell into a coolie basket in his joy, and before the coolie could remonstrate he had disappeared with the better part of the day's rations. Then a couple of *tsu dien* came upon the scene. You cannot take Tommy Atkins by surprise—he passed that stage when he went through St. George's Barracks—so it was a couple of calm philosophical individuals who surveyed this wondrous scene. They determined, after much argument, that here was a case which came under Rule XII of the Code, which has something to say about surrounding the enemy, having first hoisted the white flag and made the usual promises provided the guillas make an unconditional surrender. Not being a guerrilla, the diminutive object to British rule rudely defied the men in khaki. So that after much wrangling it was decided that active steps would have to be taken to capture this imitation of *Wot*. That would seem, an easy thing to decide upon, but when you have two soldiers, who should be off duty, to deal with, trouble may be expected. Who would climb the mulberry tree? A nickel was borrowed from an unsuspecting bystander who solemnly avowet in answer to repeated requests to "feel your pockets" that he had no other money; and the delightful game of "heads I win tails you lose" was opened. It took, so we are told, ten minutes to decide what the result of three spins was, and eventually one of the Tonnoys gave in. He disappeared for a time. Intense excitement prevailed in the crowd. What was he doing? Would the regiment be called out? And where was the Colonel? Shortly afterwards a strange looking apparition approached. It was the erstwhile soldier, now altered in a cross between a bathing suit and a music-hall "bullet-dancer's" costume. Still the monkey remained on his perch, sublimely unconscious of what was passing beneath him. The Chinese crowd criticized the windy dress of the soldier and awaited developments. It was sincerely hoped that if he climbed the tree he won't fall off and crack his skull. Foolish hope! While all were itching for a sensation the monkey quietly turned his back on the people and disappeared. Then the spectators went to the box-office and demanded their money back.

NAVAL MATERIAL FOR HONGKONG.

The China Mutual Company's steamer *Van Isser*, which is due here from home on Sunday next, made a short stay at Tsimshau where she took on board 440 tons of naval material for this port. The naval authorities at the Mediterranean station received instructions to insure the cargo being loaded and despatched as quickly as possible.

BANGKOK'S SHIPPING.

A CONSIDERABLE INCREASE.

According to the statistical report of the Siamese Customs Department there was a considerable addition to the amount of shipping frequenting the Port of Bangkok last year. The number of steamers cleared inward was 722 with a tonnage of 619,420; as compared with 613 with a tonnage of 514,617 in 1903, and 722 with a tonnage of 627,352 in 1902. Of the 722 there were 348, or 48 per cent, under the German flag, as compared with 4 1/2 per cent. in 1903, 444 per cent. in 1902 and 47 per cent. in 1901. Of the steam tonnage 8 per cent. was German last year as compared with 62 per cent. the year before. The British flag took the second place last year, a position held for two or three years back by the Norwegian. British vessels numbered 137 or close on 19 per cent., compared with 14 1/2 per cent. last year, 14 1/2 per cent. in 1903, and 26 per cent. in 1902. The British steam tonnage was also 19 per cent. of the total as compared with 11 1/2 per cent. last year. There were 114 Norwegian vessels cleared inward last year, or 15.7 of the total, as against 20 per cent. in 1903, 26 per cent. in 1902, and 25 per cent. in 1901. Of the steam tonnage 13 per cent. was Norwegian as against near 17 per cent. the year before. The other steamers were under the following flags:—Siamese 93; French 27; Dutch 21; Danish 5; and Austrian 1. The number of vessels under the Siamese flag is steadily increasing. The figures for the steamers cleared outward vary of course slightly from the above, but it seems unnecessary to repeat the details. Sixteen sailing ships visited the port last year, as compared with 7 in 1903 and 5 in 1902. As regards the value of the cargo 58 per cent. of the imports was carried in German bottoms, 15 per cent. in British, 11 per cent. in Norwegian and 10 per cent. in Siamese; of the exports 6 per cent. of the total were in German ships, 15 per cent. in British, 17 per cent. in Norwegian and 3 per cent. in Siamese.

The master of the s.s. *Oscar II*, was charged before Mr. F. A. Hazelton this morning with anchoring his vessel in an unsafe wired place in this harbour, to wit, Chang Kwong O Bay, just outside Lyemun Pass. The defendant said he was anchored there while waiting for a pilot. He had been trading to this port for two years and had never done anything wrong before, and was not aware that he was doing wrong on the present occasion. He was told that he had no business to anchor there and must not do it again. He discharged the skipper with a caution.

THE BANDMANN THEATRICAL COMPANY.

Buying.

4 months sight L/C	1/10
3 months sight L/C	1/10
30 days sight San Francisco & New York	6/10
1 month sight	4/10
3 1/2 days sight Sydney and Melbourne	1/11
4 months sight France	2/10
5 months sight	2/10
Bur Silver	2/10
Sovereign	10.66

OPium QUOTATIONS.

To-day's quotations are as follows—	Per picul
China New	@ 1,140
" Older	@ 1,180
" Old	@ 1,230/1,260
" Oldest	@ 1,340
Per chest	
China New	@ 1,124
" Gates New	@ 1,080
" Kien (Hainan)	@ 280/300

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at to-day's sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on the 14th June, 1905.

* The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application:

F. H. HAYNES,
Colonel, A. P. D.,
H. M. Treasury Chest Officer.
His Majesty's Treasury Office,
Flecher Street,
Hongkong.
Hongkong, 8th June, 1905 [638]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WHIT MONDAY, the 13th instant.

By Order, — J. E. BINGHAM,
Secretary.

Hongkong, 8th June, 1905 [639]

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM,	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	9th June.
GLASGOW and LIVERPOOL	"YANGTSE"	11th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	13th June.
GLASGOW and LIVERPOOL	"AIAK"	23rd June.
GLASGOW and LIVERPOOL	"ID MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	26th July.

S.S. "Yangtse" left Singapore on the afternoon of the 6th inst., and is due here on the 11th.

* Taking Cargo on through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

HOMEWARDS.	STEAMERS	TO SAIL
FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENES"	18th August.
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, &c.	"YANGTSE"	14th June.
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	10th June.
SHANGHAI	"KUOKIANG"	12th "
MANILA	"TEAN"	13th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	13th p.m.
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENSIN	"CHIHLI"	20th "
CEBU and ILOILO	"KAIFONG"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th June, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 17th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"NORDPOL".....15th June.

"INDRAWADI".....25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NICOMEDIA".....1,370.....Wagner.....June 26th, 1905.

"NUMANTIA".....1,370.....Bremer.....July 16th, 1905.

"ARABIA".....4,483.....Metzenthin.....August 6th, 1905.

"ARAGONIA".....5,198.....Schuldt.....

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

12

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamer

"HONAM,"

1,000 tons.

Captain H. D. Jones will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:

First Class, Single \$2.....Return \$4

Second Class, Single \$1.....Return \$2

Children under 12 half price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No Chits will be accepted, and Servants' Passages must be paid for.

ARNOLD,

Secretary,

Hongkong, 1st February, 1904. [15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,258.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

MANILA.....YUENSANG*....FRIDAY, 9th June, 4 P.M.

SHANGHAI.....TINGSANG†....SATURDAY, 10th June, 3 P.M.

SOURABAYA and SAMARANG.....CHUNSANG‡....TUESDAY, 13th June, 3 P.M.

SINGAPORE, PENANG & CALCUTTA.....NAMSANG*....WEDNESDAY, 14th June, NOON.

TIENTSIN.....WOSANG....WEDNESDAY, 14th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th June, 1905. [16]

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9:30 P.M., returning to Hongkong every TUESDAY and THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8:30 A.M., and returning from Macao about 7:30 P.M.

The "Ying King" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

THE EUROPEAN OUTLOOK.

At a moment when certain members of Parliament appear to be so completely unaware of the unsettled state of the Continent that they seriously imagine Great Britain might in agreement with France, reduce her naval expenditure, says the Paris correspondent of the *Times*, it may be well to place before them what people are thinking on the Continent and to warn them against giving way to Utopian ideals when there perhaps never was a time when it was more necessary for Great Britain to keep her powder dry and to have a plentiful supply of it. I am selecting for the purpose a brief article in the *Gaulois*, entitled "Les Pointes Noires," which refers to some of the untoward possibilities contemplated abroad, for which Continental States are agreed to prepare.

The *Gaulois* says that one of its friends who has just returned from Africa states that the German army is training as if for a war at no distant date, and he adds that never has that army been more efficient. The writer does not believe that the German Emperor wants to pick a quarrel with France, but in the present state of Europe a conflagration may break out at any moment, and it is the duty of the French Government to reckon with it henceforth. If the Emperor of Austria should disappear from the scene, war, according to this authority, is to be feared, as the Emperor Francis Joseph alone controls at the present moment the ambitions of Germany, whose dream is the possession of a port on the Adriatic. That ambition, it is true, would clash with the aspirations of Italy, who wants her share in the Austrian succession and will not surrender her claim to Trieste, even to the profit of her powerful ally, the German Emperor. Russia cannot interfere in the conflicts which eventually threaten the general peace. Her struggle with Japan does not allow her to mix actively in European affairs.

The writer in the *Gaulois* believes that France will stand aloof and that Germany does not dream of violating French neutrality, but he inquires whether France would not be weakened by the increase of German power and, if Italy came to terms with her ally of today, would not France be vanquished without having fought. He does not think that the Anglo-French entente, even if England offered her support, against Germany, would be sufficient. The responsibilities involved would be too heavy to be assumed by the statesmen who at present govern France.

I do not consider the above to be anything more than a symptom of the uneasiness which is just now pretty general on the Continent. The cleavage in the Triple Alliance, which has left Austria-Hungary and Italy almost hostile to one another, and the erratic policy of Germany in pursuit of aims based principally on the boundless ambition of her ruler, are the real causes of the present unrest, and might ultimately lead to a rupture of the peace. Such a situation and such ominous prospects are best provided for, by the strengthening of the Anglo-French entente and of the powerful ties that unite those two nations with others as devoted as themselves to the cause of peace. But it is the duty of those in a position to see something of what is going on behind the scenes to caution well-meaning people who dream of disarmament that any British Government which at the present moment countenances such ideas would be all but criminal. Fortunately, most if not all active English statesmen entertain diametrically opposite views.

CLIMATIC INFLUENCE

IN THE PHILIPPINES.

Washington, April 15.—"Certain changes occur in those individuals who are compelled to live in the Philippines," says Surgeon Bucher of the navy in a recent report, "which are worthy of medical attention. Some show evidences of this change early, while in others it does not appear until considerable time has elapsed. It comes to all, however, in greater or less degree. The first evidence of this subtle change, as a rule, is the symptom amnesia. No reliance can be placed on the memory, and the notebook is used to jot down almost everything. About the same time an indifference, so common among the natives, makes inroads on the foreigner, and a daily battle against the "manana" tendency is necessary to keep it from interfering with his duties. This indifference is not confined to man; the dogs in the street move about in a half-dead state, and one is compelled to stop frequently when driving to prevent running over these animals that have not concern enough for their welfare to move when in danger."

"The normal mind falls below par and an apt expression is used to designate this condition, viz., 'Philippinitis,' which means a loss of memory, and a general indifference to everything, with various neurotic manifestations, that eventually develop or accentuate existing idiosyncrasies."

"Among the enlisted force many are of unstable nervous organization, and in the process of degeneration these follow the lines of least resistance. Alcoholism, excessive use of tobacco and other excesses are the usual signals of an impoverished nervous system, which under ordinary circumstances would require no stimulation, but here the equilibrium is upset, with injurious and pitiful results in many cases."

"The drinking of *vino* (a native drink) is common among the enlisted force, and the train of unfortunate symptoms following this habit has no doubt been noted by others with longer experience than mine. While all of these ill cannot be traced to climate and environment, there is a frequency in their occurrence and a flagrant manner about the way in which they are committed that is different from that seen elsewhere. An anaemic brain is incapable of doing good work, and most of the people who have spent a long time here have anaemia of one form or another."

"It was a wise step to cut the cruise in these islands down to two years, and I thoroughly believe that observation will prove that even two years is too long for the average white man to maintain his health in that climate."

Shipping.

Arrivals.
Chinkiang, Br. s.s., 1,220, Robertson, 7th June—Wuhu 2nd June, Rice.—B. & S.
Nanshan, Br. s.s., 1,220, A. W. Brynall, 7th June—Bangkok 1st June, Gen.—B. & Co.
Kinlack, Br. s.s., 2,880, D. Robinson, 8th June—Shanghai 4th June, Gen.—B. & S.
Royalist, Br. s.s., 2,000, W. Scott, Rice and Ground-balls.—D. & C. Co.
Walhalla, Br. s.s., 1,100, W. Brown, 8th June—Singapore 3rd May, and Holhaw, 7th June, Gen.—Order.
Mathilde, Ger. s.s., 678, Ch. Ulster, 8th June—Pahoki 5th June, and Holhaw 7th June, Gen.—B. & Co.
Opland, Nor. s.s., 844, Th. W. Schlyker, 8th June—Canton 8th June, Gen.—Order.

Clearances at the Harbour Office.

Algoa, for Sourabaya.
Hongkong, for West River.
Iba Verda, for Macao.
Charles Hardouin, for Canton.
Cheyuan, for Shanghai.
Royalle, for Canton.
Listan, for West River.
San Cheong, for Canton.
Shun Cheong, for Canton.
Zuena, for Shanghai.
Lyneon, for Tsin-tau.
Sithona, for Tsin-tau.
Oscar II, for Kurato.
Kinlack, for Singapore.
Parlak, for Amoy.
Wing-chai, for Macao.
Chan On, for West River.
Kuowang, for Canton.
Petrarch, for Hongkong.
Haining, for Shau-nu-tsung.
Ibadan, for Kobe.

Departures.

June 7.
Ocean, H.M.S. battleship, for Singapore.
Centurion, H.M.S. battleship, for Singapore.
Nightingale, for Canton.

June 8.

Socotra, for Singapore.
Aragon, for Portland.
Benmohr, for Singapore.
Kwong-lah, for Canton.
Loyal, for Canton.
Fochow, for Canton.
Lyneon, for Kobe.
Fuching, for Shanghai.
Lydia, for Shanghai.
Ambla, for Shanghai, &c.
Planesay, for Singapore.
Choyank, for Shanghai.
Wotang, for Canton.

Passenger arrivals.

Per Watlora, from Singapore, &c.—Mrs. Gilroy, family and servants, and 50 Chinese.
Passengers departed.

Per Willhæd, for Nagasaki—Mr. Matuda and party. For Kobe—Lieut. Hanney, Messrs. M. S. Atton, Dymock, Kato and Hada. For Yokohama—Messrs. H. Pauli, Leidecker, Mr. and Mrs. Liebert, Mr. Ho Tit Sang and family, and Mrs. Pon Sei.

Per Darmstadt, from Hongkong for Shanghai—Messrs. C. Vianot, J. Dupuis, Dammer, K. Löffler, H. Schwer, Benchot, H. Schmidt, Conner, Fugusen, Issa, Schmidt, Ins. Daniels, A. A. dos Remedios, C. B. Collaco, M. J. von Schwede, Filler, Zukurim, Mr. and Mrs. Fischer, Misses C. Wilhelmi, T. and E. Almelund, Mrs. Pearson and child. For Nagasaki—Misses R. H. Dawson, Hamazaki, Kavano, Mizaki, and Mr. and Mrs. Matsuki. For Kobe—Messrs. F. Ota, Barre, and Mrs. Tokida. For Yokohama—Mrs. C. Nolfi, Comdr. and Mrs. Rose, Messrs. Kincaid, Goncalves, Rev. and Mrs. Ronch, Miss Traisham, Rev. Chambers, Messrs. Peter and Saito, and Miss E. Cummins.

Shipping Report.

Str. Nanshan from Bangkok—Light S.W. winds, and generally fine.

Str. Kinlack from Shanghai—Moderate SW. winds, and hazy weather.

Str. Watlora from Hoihow—Light winds, and fine dull weather; excessively sultry.

Str. Royalle from Wuhu—Moderate and light winds, smooth sea, frequent rain squalls.

Str. Benmohr from Shanghai—Moderate clear cloudy weather, with SW. squalls of wind and rain, and light fog.

Vessels in Port.

Aladdin, Nor. s.s., 1,987, Olsen, 6th June—Cardiff 13th April, and Singapore 30th May, Coal.—Order.

Aldgate, Br. s.s., 2,208, H. Nicholson, 5th June—Moj 10th May, Coal—M. B. K., Andre Rickmers, Ger. s.s., 1,020, H. Kohn, 3rd June—Bangkok 28th May, Rice—M. & Co., 100.

Buford, Am. transport, 5,000, Hall, 29th May, from Manila.

Capri, Ital. s.s., 4,105, G. Belsito, 6th June, Singapore 30th May, Gen.—C. & Co.

Chi-yen, Ch. s.s., 1,400, C. Stewart, 7th June—Canton 7th June, Gen.—C. M. S. N. Co.

Daphne, Nor. s.s., 988, M. C. Bjones, 5th June—Karatu 28th May, Gen.—Mr. A. Burne.

Haiching, Br. s.s., 1,267, A. E. Hodges, 7th June—Fochow, via Amoy and Swatow 5th June, Gen.—D. L. & Co.

Hans Wagner, Dut. s.s., 651, J. Kagemann, 5th June—Hamburg 16th April, Gen.—C. & Co.

Helene, Ger. s.s., 771, J. Jansen, 2nd June—Hoihow 1st June, Sugar Gen. and Cattle—J. & Co.

Keong Wei, Ger. s.s., 1,115, Kubler, 6th June—Bangkok 10th May, Rice—B. & S.

Kiukiang, Br. s.s., 1,316, Harris, 6th June—Canton 7th June, Gen.—B. & S.

Korea, Am. s.s., 5,051, A. Zedder, 6th June—San Francisco 3rd May, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 3rd June, Mail and Gen.—P. M. S. S. Co.

Macquarie, Br. s.s., 2,071, St. John George, 25th April—Moj 21st April, Coal—G. L. & Co.

March, Br. s.s., 1,235, Motherwell, 4th May—Cardiff 23rd May, Coal—A. K. & Co.

Nam Sang, Br. s.s., 5,591, Geo. Payne, 5th June—Calcutta 21st May, via Penang and Singapore 31st May, Gen.—J. M. & Co.

Oscar II, Nor. s.s., 3,000, R. Olsen, 6th June—Kuching 31st May, Coal—M. B. K.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, and June—Bangkok via Swatow 23rd May, Rice—B. & S.

Petarac, Ger. s.s., 1,323, C. Ahrens, 4th June—Salon 31st May, Rice and Gen.—W. G. & Co.

Samson, Ger. s.s., 998, F. Richwaldt, 4th June—Bangkok via Kohsichang 19th May, Rice—B. & Co.

Scottish Hills, Br. ship, 1,998, Blackmore, 2nd June—Cardiff 14th Jan., Paten Fuel—Admiralty.

Signal, Ger. s.s., 1,007, A. Bendixen, 4th June—Bangkok 29th May, Rice—J. & Co.

Stibona, Ger. s.s., 4,350, Th. Hildebrandt, 4th June—Hamburg and Singapore 30th May, Gen.—H. A. I.

Talshan, Br. s.s., 1,121, J. T. Lainey, 30th May—Saigon 25th May, Gen.—B. & Co.

Vigensang, Br. s.s., 1,228, P. H. Rolfe, 5th June—Marilia 2nd June, Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 5th June—Manila 3rd June, Gen.—S. T. & Co.

Zweena, Br. s.s., 990, J. Ewart, 5th June—Rangoon via Singapore 24th May, Case Oil—Chinese.

Sithonia, Ger. s.s., 4,350, Th. Hildebrandt, 4th June—Hamburg and Singapore 30th May, Gen.—H. A. I.

Talshan, Br. s.s., 1,121, J. T. Lainey, 30th May—Saigon 25th May, Gen.—B. & Co.

Vigensang, Br. s.s., 1,228, P. H. Rolfe, 5th June—Marilia 2nd June, Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 5th June—Manila 3rd June, Gen.—S. T. & Co.

Zweena, Br. s.s., 990, J. Ewart, 5th June—Rangoon via Singapore 24th May, Case Oil—Chinese.

SAILING VESSELS.

A. G. Ross, Am. ship, 2,302, D. H. Rivers, 16th Mar.—Philadelphia 16th Oct., Case Oil—S. O. Co.

Comberbank, Br. 4-masted ship, 2,515, George and June—Cardiff and Jan., Coal—Government.

Dacian, Br. ship, 1,836, E. Gale, 13th May—New York 22nd Nov., 1904, Case Oil—S. O. Co.

Jordan Hill, Br. 4-masted ship, 2,576, G. N. Kennedy, 5th June—May—New York 1st Dec., 1904, Case Oil—S. O. Co.

Lawn, Br. 4-masted, 2,742, J. C. Jarvis, 3rd June—New York 27th Jan., Case Oil—S. O. Co.

Sierra Lucenta, Br. ship, 1,628, E. Vooght, 4th June—Catalina 10th Dec., Patent Fuel—Government.

Travancore, Br. ship, 2,217, Hargreaves, 20th April—Cardigan 9th Sept., Patent Fuel—Government.

Watford, Br. ship, 1,100, W. Brown, 8th June—Singapore 20th June, Gen.—Order.

Witton, Br. ship, 1,200, W. Scott, Rice and Ground-balls.—D. & C. Co.

Yankee, Br. ship, 1,200, W. Scott, Rice and Ground-balls.—D. & C. Co.

Zafiro, Br. ship, 1,200, R. Rodger, 5th June—Shanghai 3rd June, Gen.—S. T. & Co.

Zweena, Br. ship, 1,200, R. Rodger, 5th June—Rangoon via Singapore 24th May, Case Oil—Chinese.

Yankee, Br. ship, 1,200, R. Rodger, 5th June—Shanghai 3rd June, Gen.—S. T. & Co.

Zafiro, Br. ship, 1,200, R. Rodger, 5th June—Shanghai 3rd June, Gen.—S. T. & Co.

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Zafiro, Br. ship, 1,200, R. Rodger, 5th June—Shanghai 3rd June, Gen.—S. T. & Co.

Zweena, Br. ship, 1,200, R. Rodger, 5th June—Rangoon via Singapore 24th May, Case Oil—Chinese.

Yankee, Br. ship, 1,20

Mails.

For Sale.

**MESSAGERIES
MARITIMES**
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

THE S.S. "POLYNESIEN."

Captain Broc, will be despatched for MAR-
SEILLIES on TUESDAY, the 13th June,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailing will be as follows:—

S.S. CALEDONIEN.....27th June.

S.S. OCEANIEN.....11th July.

S.S. TOURANE.....25th July.

C. DE CHAMPEAUX,

Agent.

Hongkong, 30th May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 17th June,
at Noon, taking Passengers and Cargo in
the above Ports in connection with the Company's
S.S. *Britannia*, 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for Europe,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamers proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Caledonia*,
due in London on the 30th July.

Parcels will be received at this Office until
1 p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. LEWIS,

Acting Superintendent.

Hongkong, 3rd June 1905.

TUBORG BEER.

FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.

Hongkong, 1st January, 1905.

157

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

FASHIONABLE

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS"

guarantee given to every purchaser.

on QUERANS ROAD,

Watson's Building.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$4.50 per Case 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHewan, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

150

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS

from the best makers.

INCANDESCENT

MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

154

H. RUTTON JEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

1627

TO LET.

TO LET.

SEMIDETACHED VILLAS, Two,

in Garden Road, near the Ferry, with Fine

Bright andairy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTON JEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

1627

TO LET.

WITH IMMEDIATE POSSESSION.

FOREST LODGE, Caine Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905.

1527

TO LET.

NO. 12, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905.

1537

TO LET.

A BUILDING at CAUSEWAY BAY, in

present in occupation of the Steata

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, fac-

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

1605

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 23rd May, 1905.

1605

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.

AND

KODAKS, FILMS,

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

1605

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; Inter-alterations given under "Commercial Intelligence," page 5.

ABNORMAL RETURN AT PERCENT QUOTATION.

CLOSING QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	ABNORMAL RETURN AT PERCENT QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.				\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1.10/- ex- change 1/11/9/16—\$23.40 for second half-year 1903
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125			4%
National Bank of China, Limited	69,925	\$7	\$5	\$200,000	\$41,768	(\$1 London 3/6) for 1903
MARINE INSURANCES						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$81,739	\$150,494	\$17 for 1903
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,912 \$362,166 \$371,445	Nil.	\$4 for year ended 30.4.1904
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904
Union Insurance Society of Canton Limited	10,000	\$250	\$100	\$172,740 \$803,111 \$8,677	\$2,028,997	\$35 for 1903
Vangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,704	\$486,284	\$12 and \$3 special dividend for 1903
Fire INSURANCE						
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$100,000	\$329,047	\$6 dividend & \$1 bonus for 1903
Hongkong Fire Insurance Company, Limited	8,000	\$210	\$50	\$1,200,000	\$360,372	\$34 for 1903
SHIPPING, TUG AND CARGO BOATS						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,812	\$1 for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$15,000 \$85,439	Nil.	\$2 for year ended 30.6.1904
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$158,444	\$2,160	\$1 for second half-year 1904
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	\$100,000	\$1,553	10/- for 1903 @ 1/10/5/16—\$35.378